BookletChart™

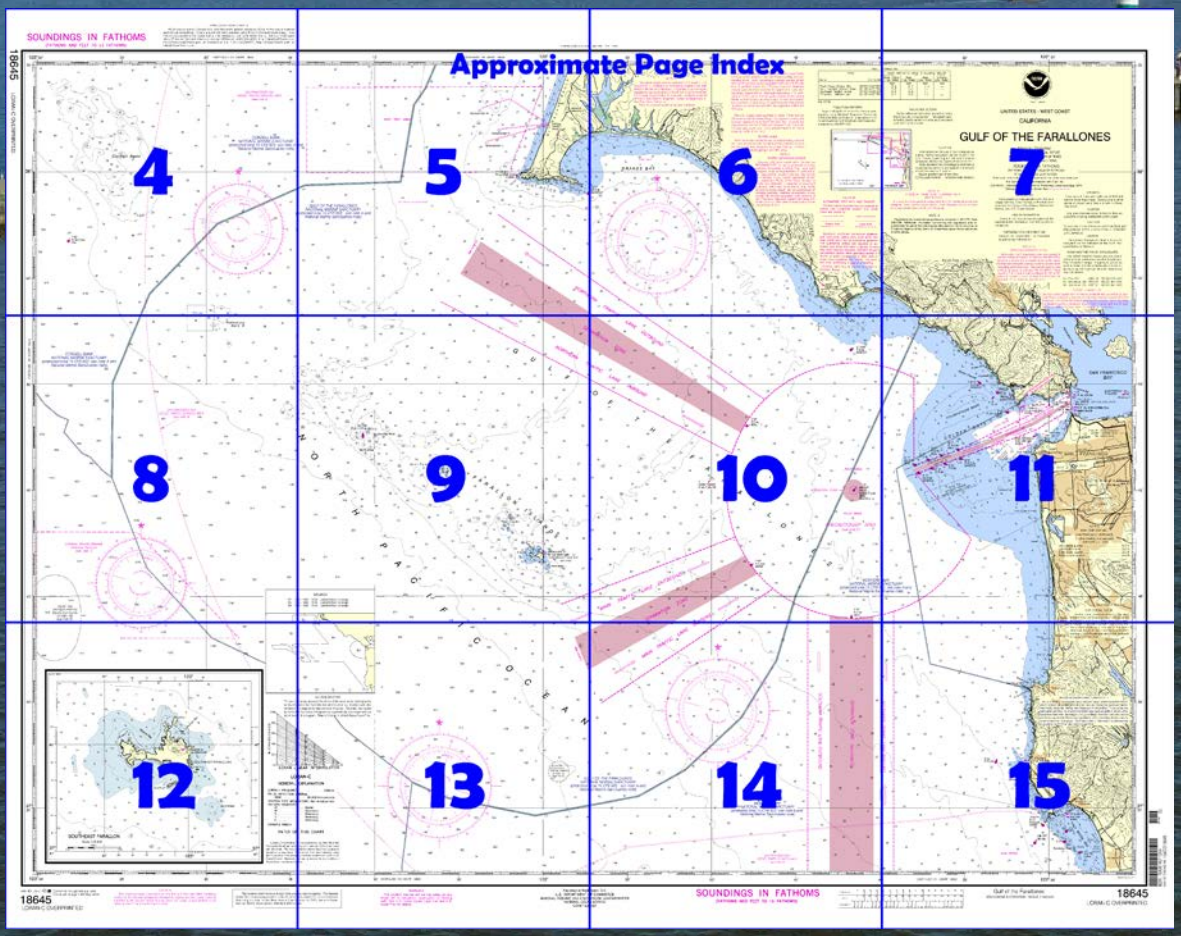
Gulf of the Farallones

NOAA Chart 18645

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

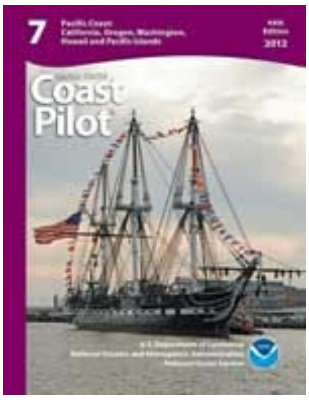
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18645.

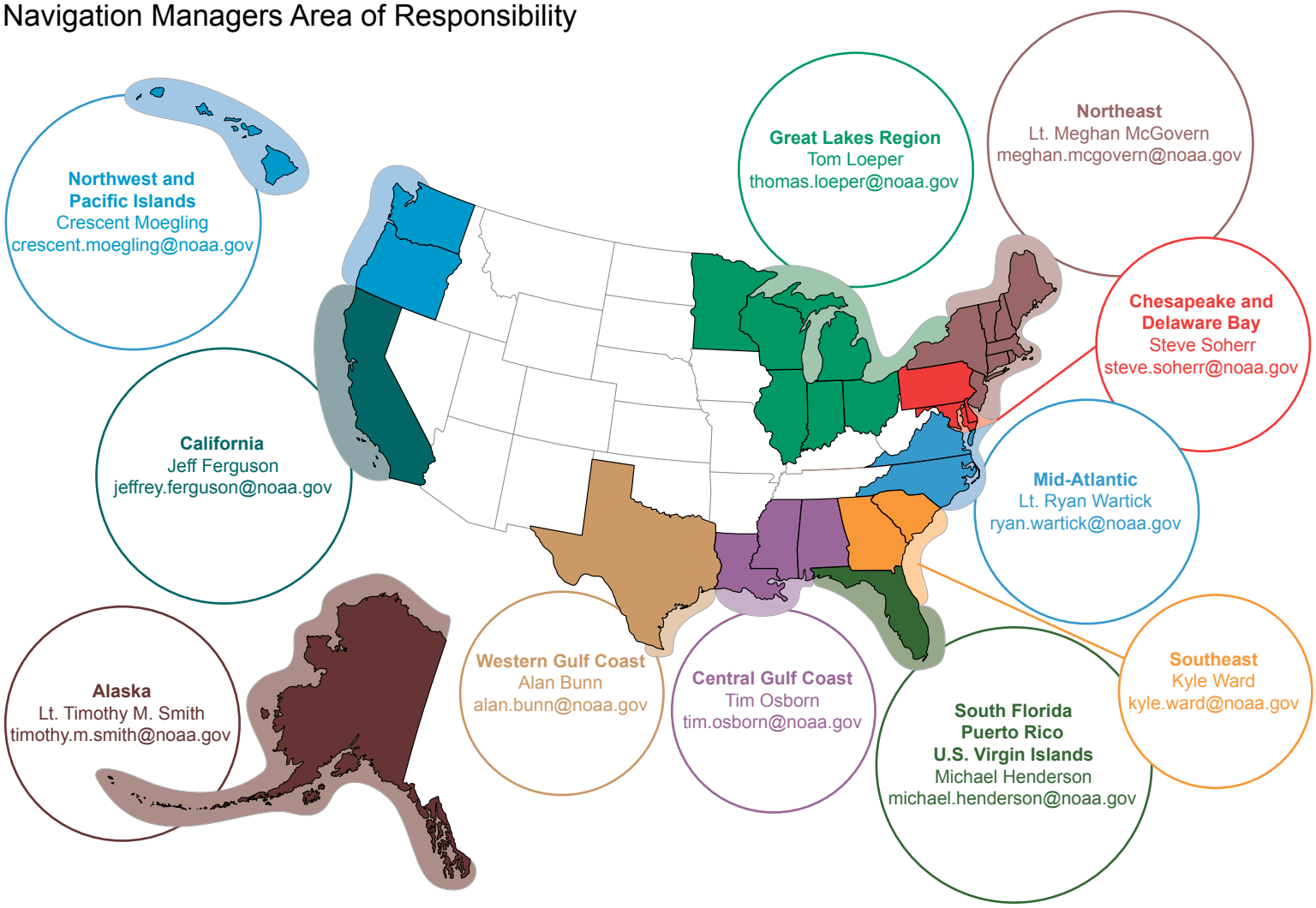


(Selected Excerpts from Coast Pilot)
The entrance to San Francisco Bay is through **Gulf of the Farallones** and the narrow Golden Gate.
The **Gulf of the Farallones National Marine Sanctuary** encompasses the waters off Bodega Head and Point Reyes, and the waters surrounding Farallon Islands. The sanctuary includes Bodega Bay but not Bodega Harbor. Recreational use of the area is encouraged. (See **15 CFR 922**, chapter 2, for limits and regulations.)
Farallon Islands, 23 miles W of San Francisco Bay entrance, are rocky islets extending NW for 7 miles.
Southeast Farallon, the largest of the group, actually consists of two islands separated by a narrow impassable gorge. The larger E island is pyramidal in shape and 350 feet high; a small-boat landing is on the S side. **Farallon Light** (37°41'57"N., 123°00'07"W.), 358 feet above water, is shown from a white conical tower on the highest peak of the island.
Hurst Shoal, 0.6 mile SE of Farallon Light, is covered 22 feet and breaks only in heavy weather.
Middle Farallon, 2.3 miles NW of the light, is a 20-foot single black rock 50 yards in diameter; several rocks covered 5 to 7 fathoms are within 0.7 mile S and SW of it.
North Farallon, 6.5 miles NW of Farallon Light, consists of two clusters of bare precipitous islets and rocks from 91 to 155 feet high, 0.9 mile in extent, and 0.3 mile wide; submerged rocks surround them.
Fanny Shoal, 9.8 miles NW of Farallon Light and 14 miles SW of Point Reyes, is 2 miles in extent and covered 2 to 30 fathoms. **Noonday Rock**, covered 13 feet, rises abruptly from 20 fathoms and is the shallowest point of the shoal; it is the principal danger in the N approach to San Francisco Bay. A lighted bell buoy is about 0.7 mile W of the rock. Noonday Rock derives its name from the clipper ship that struck it in 1862 and sank within an hour, in 40 fathoms.
Cordell Bank, 27 miles NW of Farallon Light and 20 miles W of Point Reyes, is about 6 miles long and 3 miles wide; the bank is covered 20 to 40 fathoms, but depths increase rapidly outside it.
The **Cordell Bank National Marine Sanctuary has** been established in the area of Cordell Bank and its surrounding waters. (See **15 CFR 922,** chapter 2, for limits and regulations.)
Warning.-Very dangerous conditions develop over San Francisco Bar whenever large swells, generated by storms far out at sea, reach the coast. A natural condition called shoaling causes the large swells to be amplified and increase in height when they move over the shallow water shoals. This piling up of the water over the shoals is worsened during times when the tidal current is flowing out (ebbing) through the Golden Gate. Outbound tidal current is strongest about 4 hours after high water at the Golden Gate Bridge and attains a velocity in excess of 6 knots at times. The incoming large swells are met by outbound tidal current causing very rough and dangerous conditions over the bar. Steep waves to 20 or 25 feet have been reported in the area. Mariners should exercise extreme caution as the bar conditions may change considerably in a relatively short period of time.
The most dangerous part of the San Francisco Bar is considered to be Fourfathom Bank. Bonita Channel, between the shoal and the Marin coast, can also become very dangerous during large swell conditions. The safest part of the bar is the Main Ship Channel through the center of the bar. But even that area can be extremely dangerous when the tidal current is ebbing.
Caution.-Vessels departing San Francisco Bay through Bonita Channel on the ebb current must use extreme caution when crossing the tide rip off Point Bonita. When the bow passes the rip the stern is thrown to port and, unless promptly met, the vessel will head straight for the rocks off the point. Vessels favoring Potatopatch Shoal too closely have reported a set toward it.
Bonita Channel should not be used by large vessels. Strangers wishing to cross the bar in thick weather should either wait for clearing or take a pilot. Fog is prevalent in the Golden Gate; radar is a great aid here.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Navigation Managers Area of Responsibility

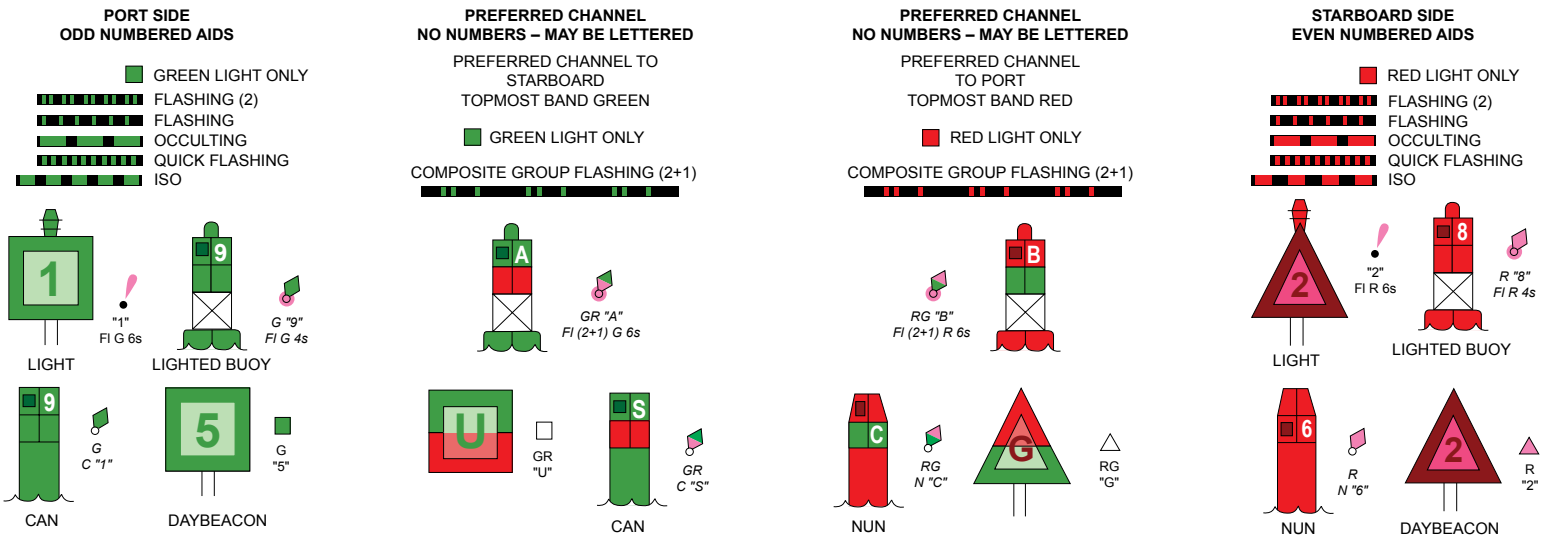


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

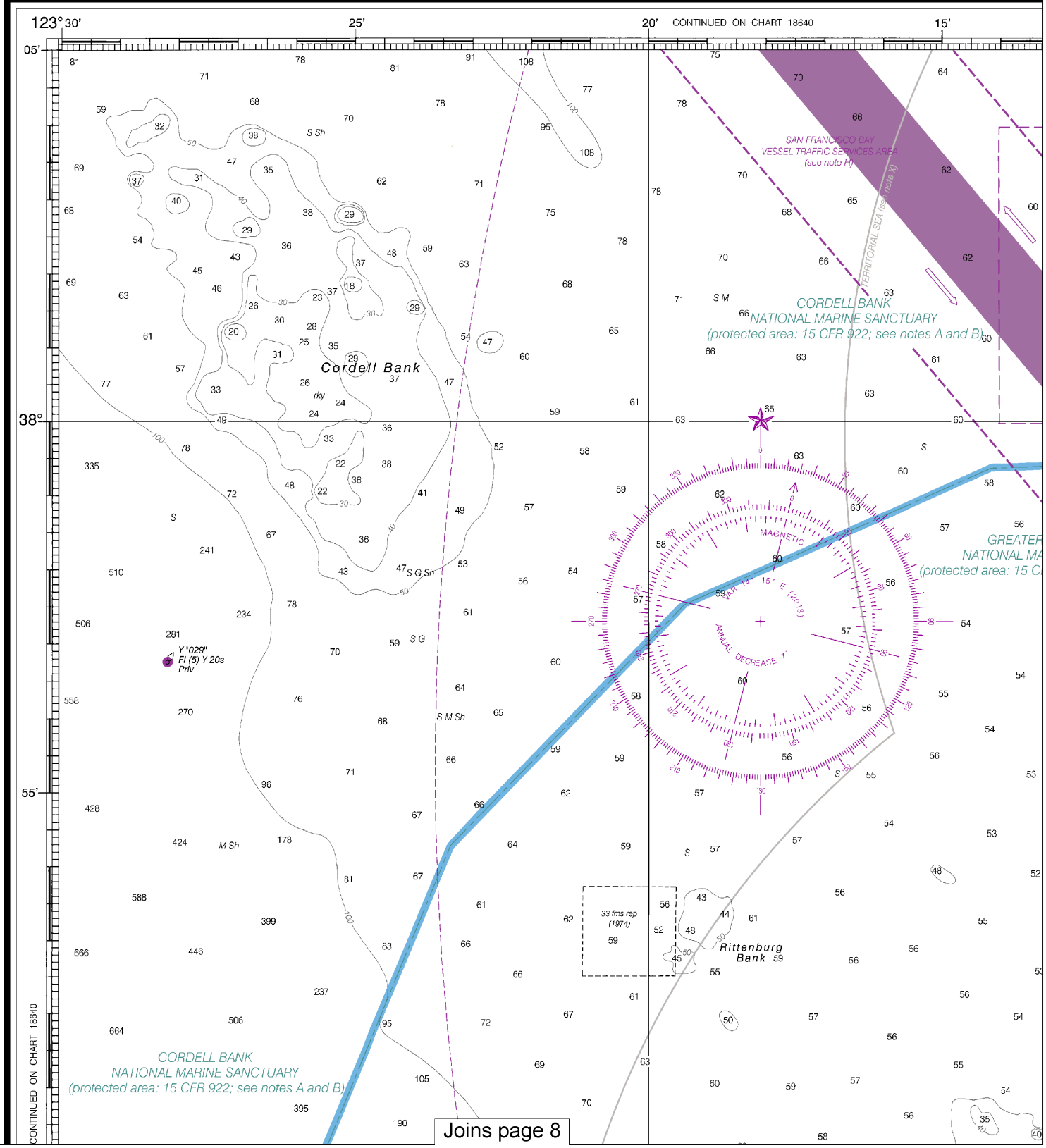


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18645



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

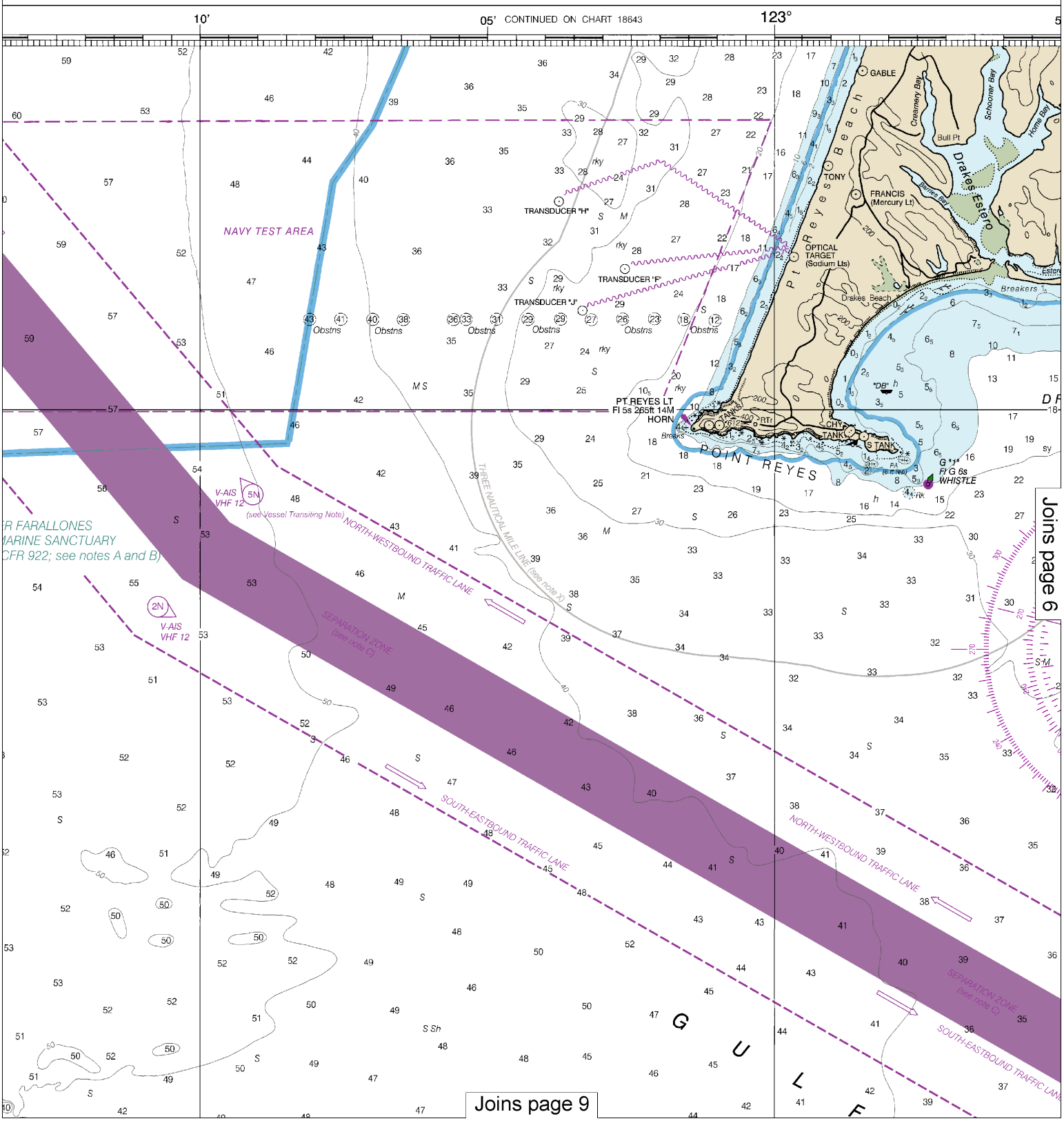
Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, e Federal laws apply. The Three Nautical Mile Line, previously identified as the r limit of the territorial sea, is retained as it continues to depict the jurisdictional of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast lorida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in t cases the inner limit of Federal fisheries jurisdiction and the outer limit of the diction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical Exclusive Economic Zone were established by Presidential Proclamation. ss fixed by treaty or the U.S. Supreme Court, these maritime limits are subject odification.

Formerly C&GS 5072 1st Ed., May 1965 KAPP 1819

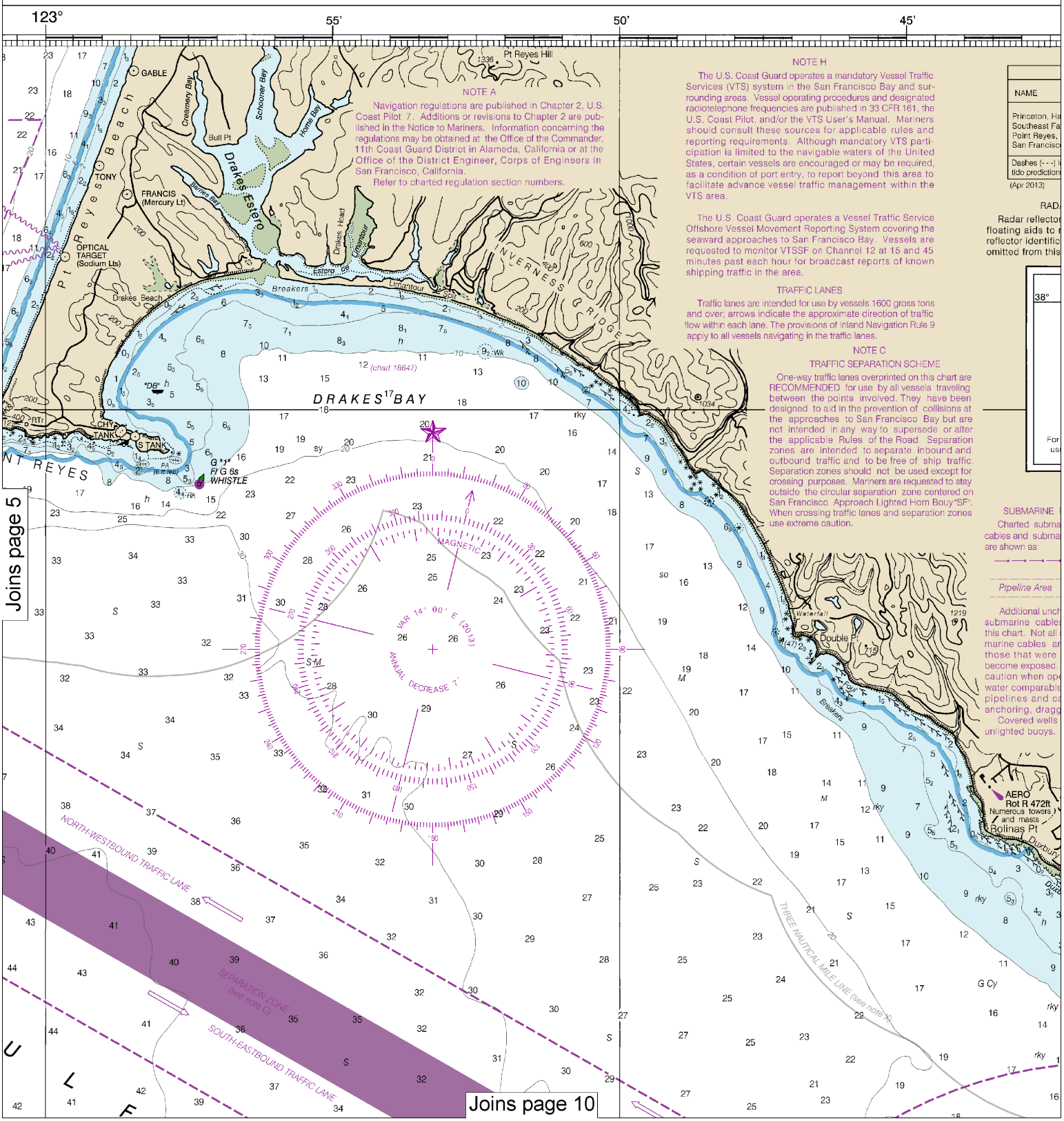


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 5072 1st Ed., May 1965 KAPP 1819

IMO AMENDED TRAFFIC SEPARATION SCHEME

Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

40' 35' 122° 30' 05'

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Half Moon Bay	(37°30'N/122°29'W)	5.5	4.9	1.1
Farallon Island	(37°42'N/123°00'W)	5.6	4.9	1.1
s, Drakes Bay	(38°00'N/122°59'W)	5.8	5.1	1.2
sco (Golden Gate)	(37°48'N/122°28'W)	5.8	5.2	1.1

-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, ons, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

DAR REFLECTORS

tors have been placed on many navigation. Individual radar tification on these aids has been his chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

GULF OF THE FARALLONES

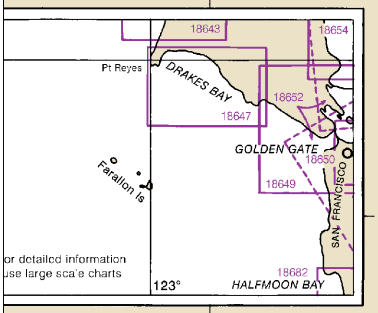
Mercator Projection
Scale 1:100,000 at Lat. 37°46'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
E PIPELINES AND CABLES
narine pipelines and submarine
narine pipeline and cable areas

Cable Area

charted submarine pipelines and
les may exist within the area of
ll submarine pipelines and sub-
are required to be buried, and
e originally buried may have
d. Mariners should use extreme
perating vessels in depths of
le to their draft in areas where
cables may exist, and when
gging, or trawling.
s may be marked by lighted or

NOTE F
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

NOTE D
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels making the transition between the Main Ship Channel and one of the established traffic lanes. Mariners are advised to exercise extreme caution when navigating within this area. The normal cruising area of the pilot vessel is indicated 'PILOT AREA.' When passing Traffic Lane Lighted Buoys 'S', 'W', or 'N', inbound vessels should contact the pilot boat on channel 13 for boarding instructions.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Do not rely on radiobeacon bearings from any ship position within one-half mile of GOLDEN GATE BRIDGE.

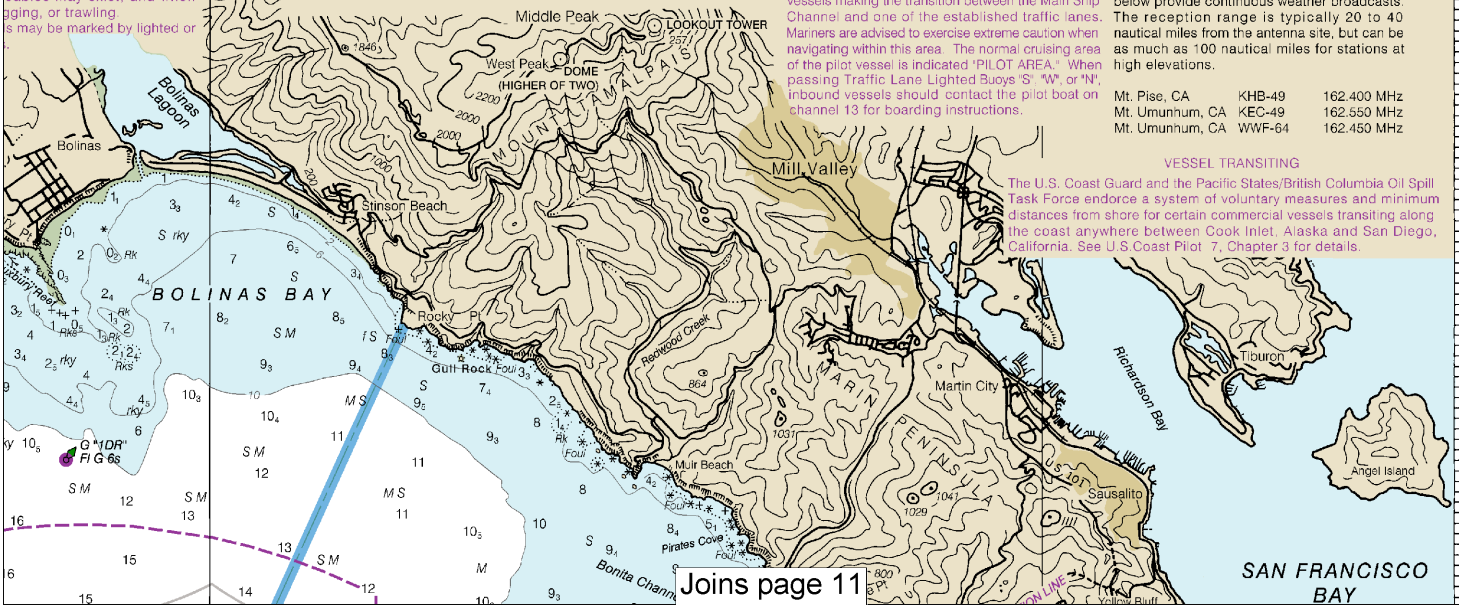
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Pise, CA	KHB-49	162.400 MHz
Mt. Umunhum, CA	KEC-49	162.550 MHz
Mt. Umunhum, CA	WWF-64	162.450 MHz

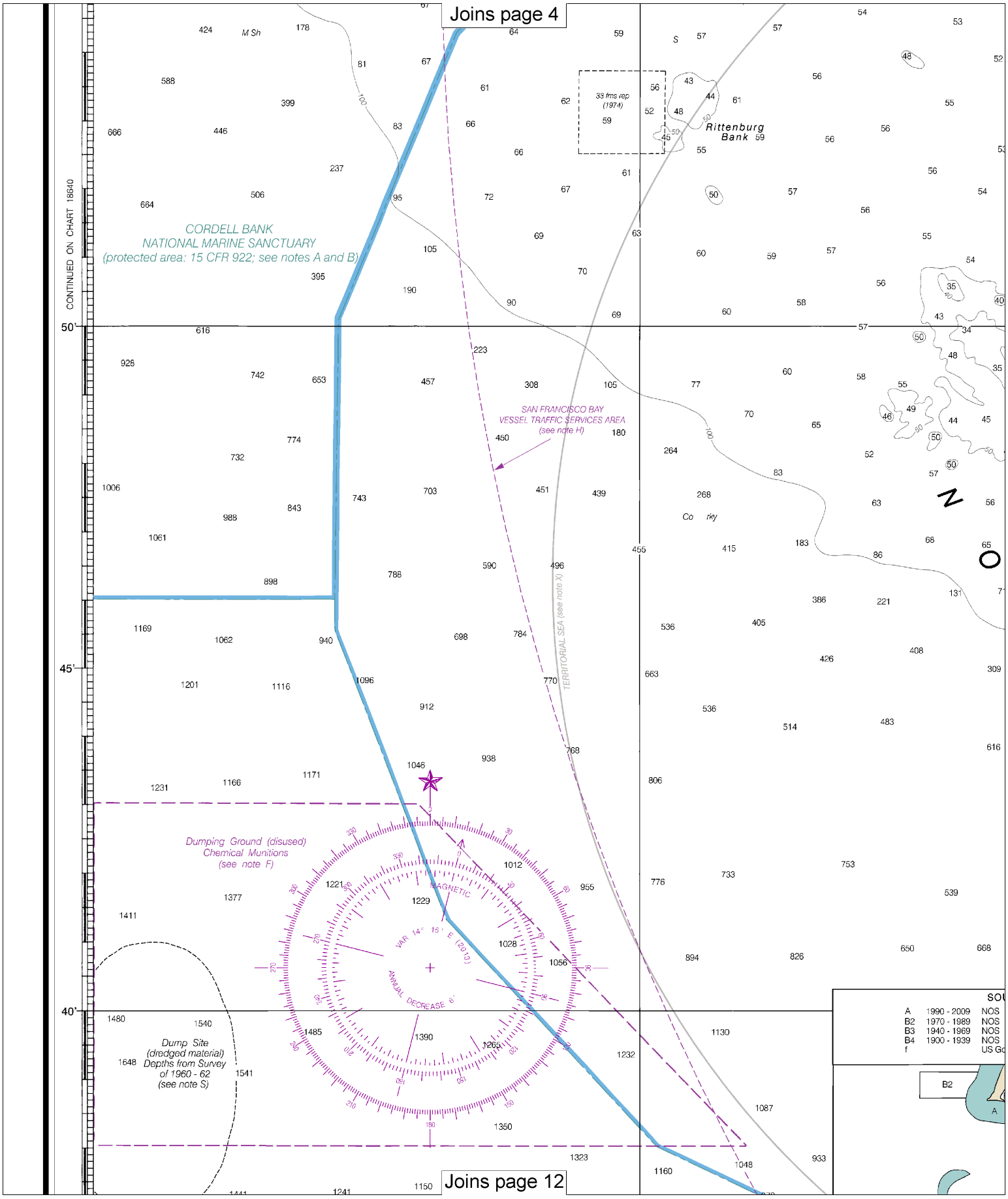
VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorce a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.



Joins page 11

nauticalcharts.noaa.gov
28th Ed., May 2013. Last Correction: 8/5/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

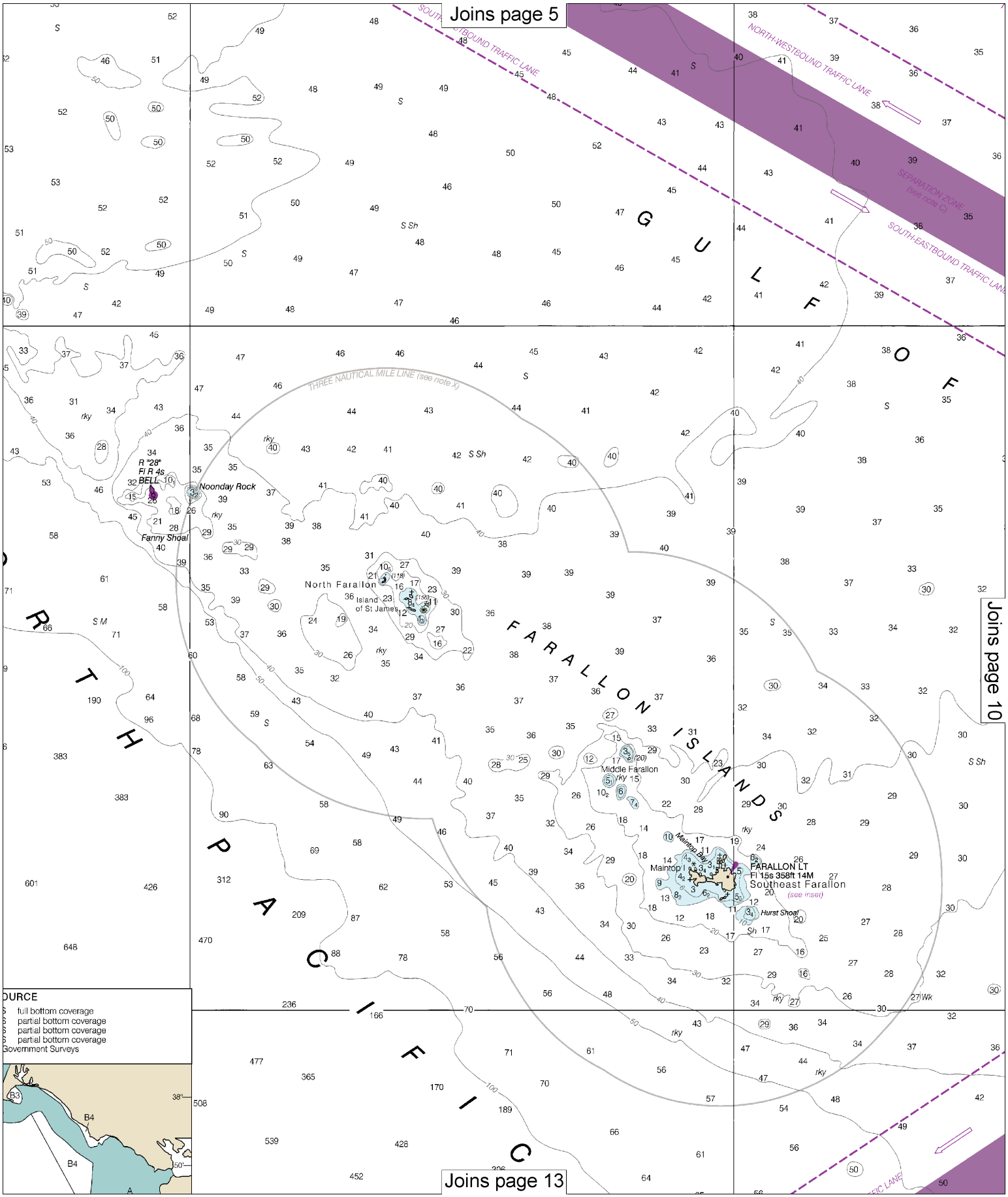
Nautical Miles

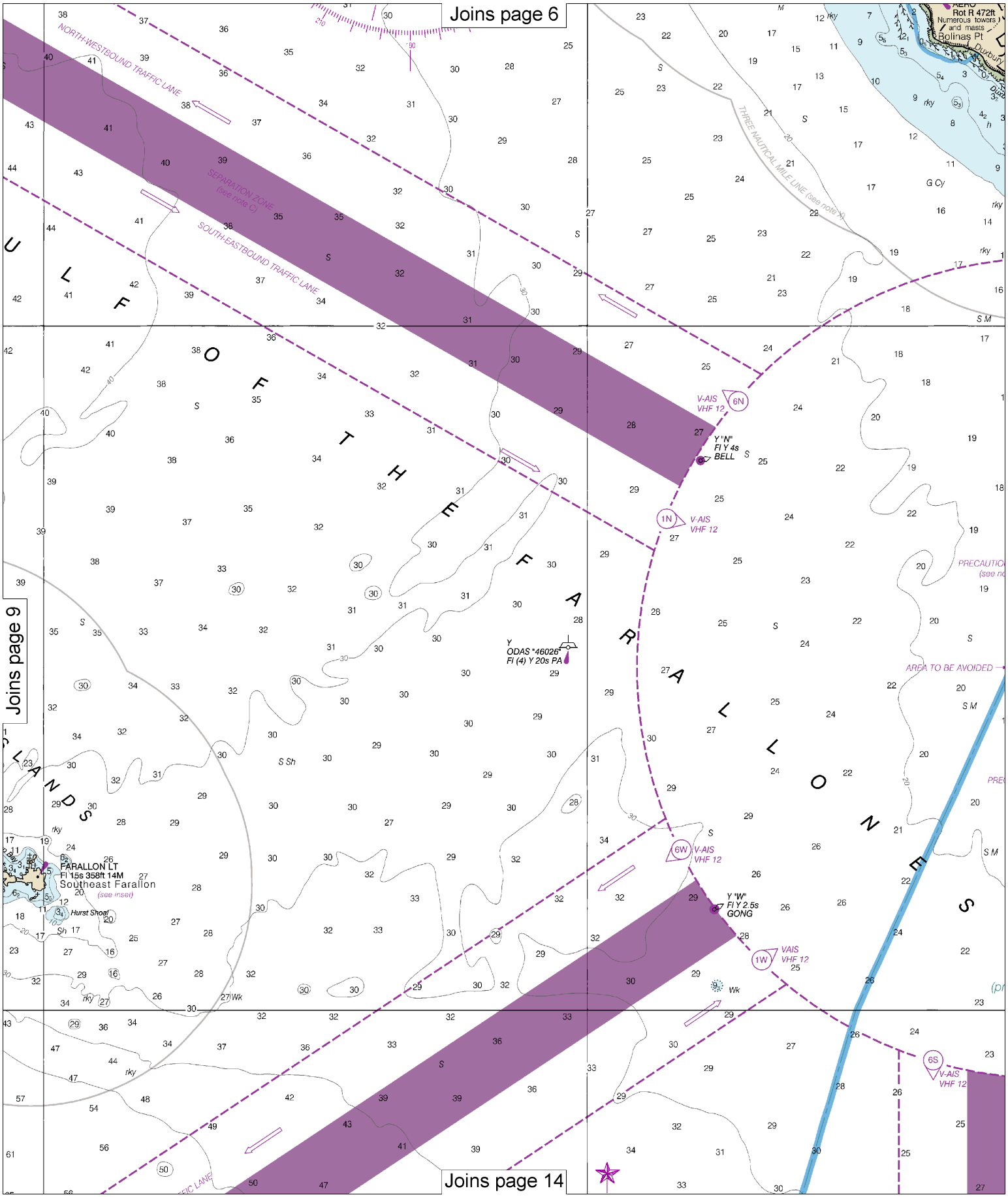
1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 5
SOUTH-EASTBOUND TRAFFIC LANE
NORTH-WESTBOUND TRAFFIC LANE
SEPARATION ZONE (see note C)
SOUTH-EASTBOUND TRAFFIC LANE
G U L F O F
THREE NAUTICAL MILE LINE (see note X)
R "28" Fl R 4s BELL
Noonday Rock
Fanny Shoal
North Farallon
Island
of St James
F A R A L L O N I S L A N D S
Middle Farallon
rky 15
Maintop I
Maintop Bank
FARALLON LT
Fl 15s 358ft 14M
Southeast Farallon
(see inset)
Hurst Shoal
N O R T H P A C I F I C
Joins page 10
Joins page 13
OURCE
full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
Government Surveys
B4
B4
A



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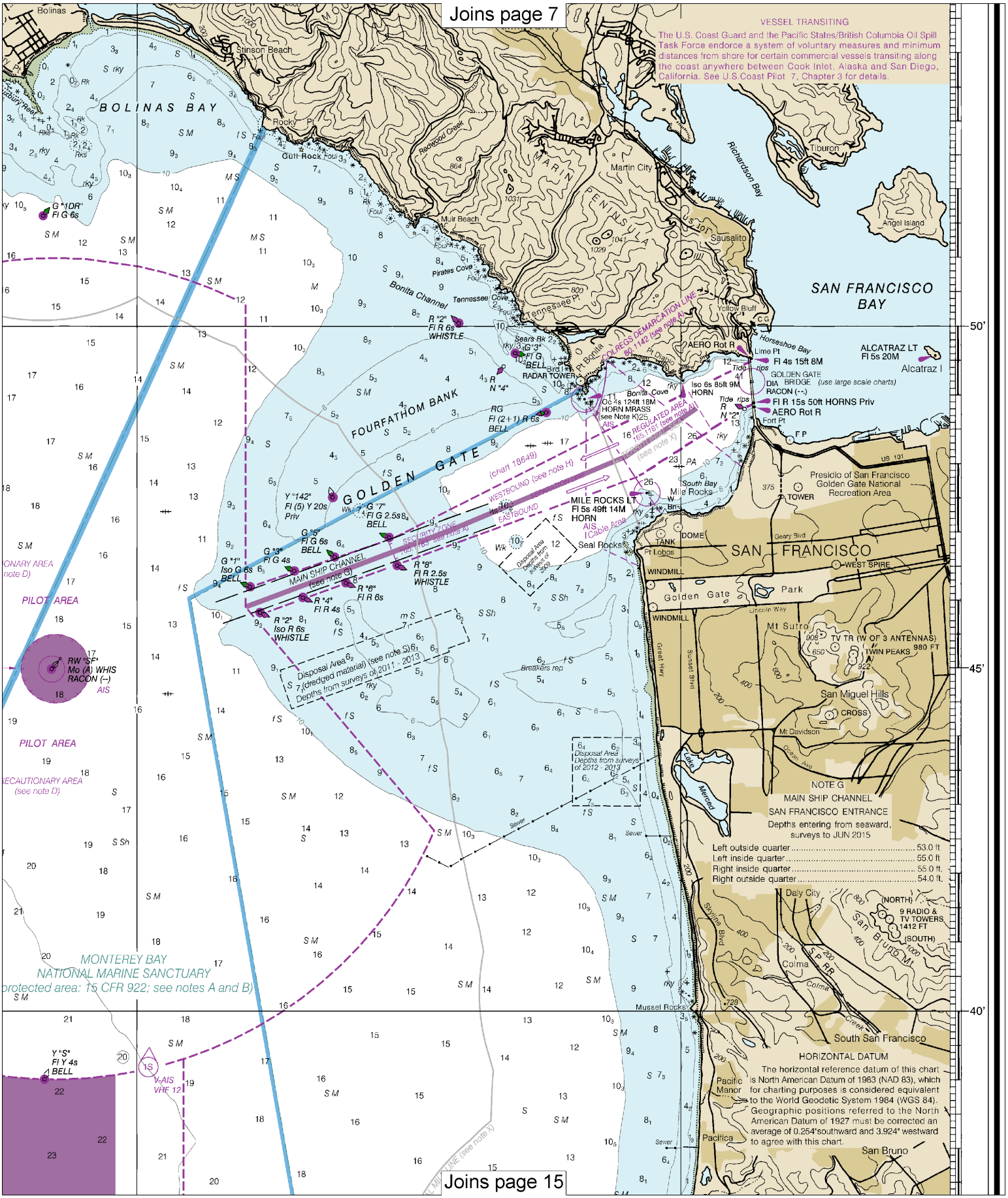
See Note on page 5.

Nautical Miles

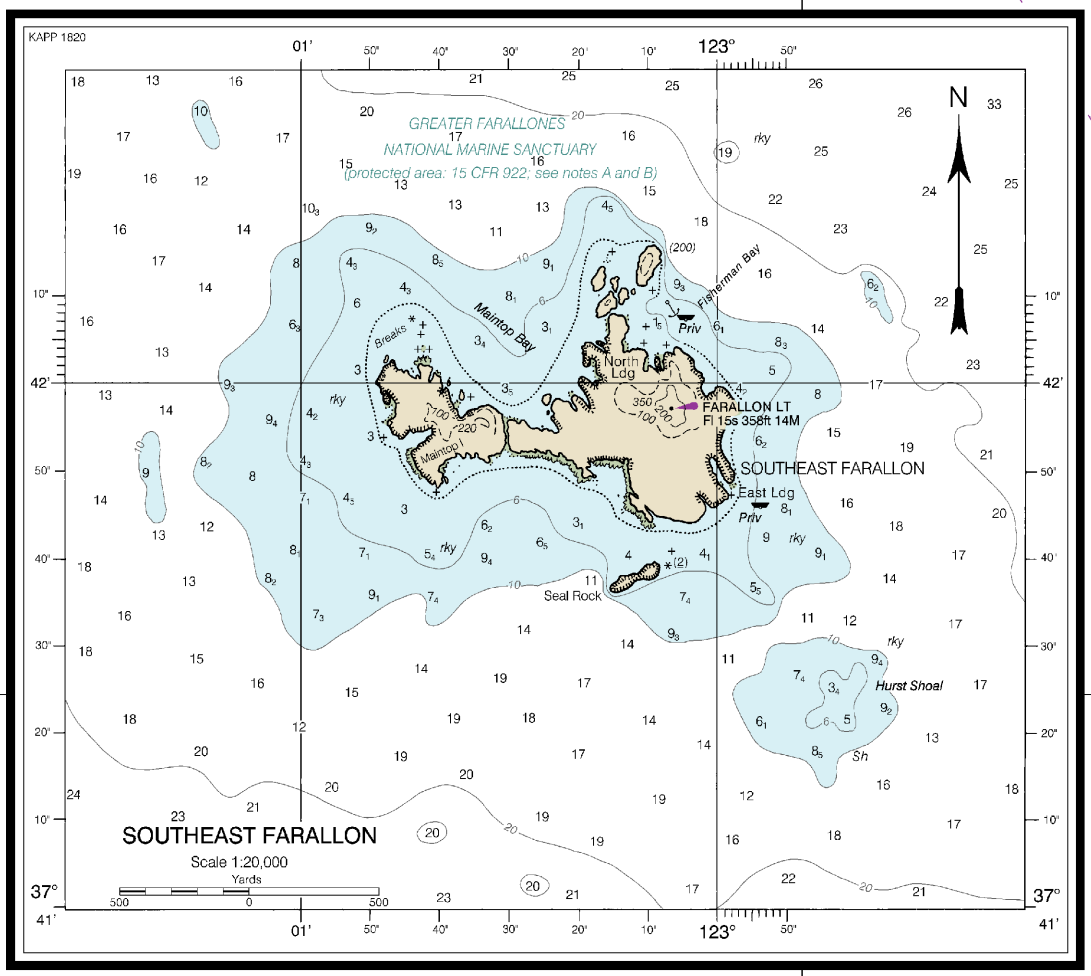
1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000


Joins page 7
VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorce a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.
Bolinas
Stinson Beach
BOLINAS BAY
Rocky Pt
Gull Rock
Redwood Creek
MARIN PENINSULA
Martin City
Muir Beach
Pirates Cove
Tennessee Cove
Tennessee Pt
Bonita Channel
Richardson Bay
Tiburon
Angel Island
Sausalito
SAN FRANCISCO BAY
Yellow Bluff
Horseshoe Bay
Lime Pt
Fl 4s 15ft 8M
ALCATRAZ LT
Fl 5s 20M
Alcatraz I
GOLDEN GATE DIA BRIDGE (use large scale charts)
RACON (--)
Fl R 15s 50ft HORNS Priv
AERO Rot R
Fort Pt
F P
Pt Bonita
Pt Diablo
COLREGS DEMARCATION LINE
80°142° (see note A)
AERO Rot R
Iso 6s 85ft 9M HORN
Bird I
RADAR TOWER
Bonita Cove
Oc 4s 124ft 18M HORN MRASS (see Note K)25
REGULATED AREA 165.1181 (see note A)
(see note X)
FOURFATHOM BANK
RG Fl (2+1) R 6s BELL
GOLDEN GATE
(chart 18649)
WESTBOUND (see note H)
EASTBOUND
MILE ROCKS LT
Fl 5s 49ft 14M HORN
AIS
Cable Area
South Bay
Mile Rocks
TOWER
Presidio of San Francisco
Golden Gate National Recreation Area
DOME
TANK
Pt Lobos
Seal Rocks
SAN FRANCISCO
WEST SPIRE
WINDMILL
Golden Gate Park
Geary Blvd
Lincoln Way
Mt Sutro
TV TR (W OF 3 ANTENNAS)
980 FT
TWIN PEAKS
San Miguel Hills
CROSS
Mt Davidson
Ocean Ave
Lake Merced
Great Hwy
Sunset Blvd
Skyline Blvd
SECURITY ZONE 165.1181 (see note A)
MAIN SHIP CHANNEL (see note G)
R "8" Fl R 2.5s WHISTLE
R "6" Fl R 6s
R "4" Fl R 4s
R "2" Iso R 6s WHISTLE
G "1" Iso G 6s BELL
G "3" Fl G 4s
G "5" Fl G 6s BELL
G "7" Fl G 2.5s BELL
Y "142" Fl (5) Y 20s Priv
R "2" Fl R 6s WHISTLE
Sears Rk
G "3" Fl G BELL
R N "4"
Disposal Area Depths from surveys of 2000
Disposal Area 6 (dredged material) (see note S) Depths from surveys of 2011 - 2013
Disposal Area Depths from surveys of 2012 - 2013
Breakers rep
PILOT AREA
PILOT AREA
CAUTIONARY AREA (see note D)
RW "SF" Mo (A) WHIS RACON (--)
AIS
MONTEREY BAY NATIONAL MARINE SANCTUARY
protected area: 15 CFR 922; see notes A and B)
Y "S" Fl Y 4s BELL
Y-AIS VHF 12
Mussel Rocks
Daly City
(NORTH)
9 RADIO & TV TOWERS 1412 FT
(SOUTH)
San Bruno Mt
S P R R
Colma
Creek
South San Francisco
Pacific Manor
Pacifica
San Bruno
NOTE G
MAIN SHIP CHANNEL
SAN FRANCISCO ENTRANCE
Depths entering from seaward, surveys to JUN 2015
Left outside quarter ..... 53.0 ft
Left inside quarter ..... 55.0 ft
Right inside quarter ..... 55.0 ft.
Right outside quarter ..... 54.0 ft.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.254"southward and 3.924" westward to agree with this chart.
50'
45'
40'
Joins page 15

Joins page 8



Dump Site (dredged material) Depths from Survey of 1960 - 62 (see note S)

The outlined areas represent survey information that has be banded in this diagram by dat by the U.S. Army Corps of En not shown on this diagram. R

A	1990 - 2009	NOS
B2	1970 - 1989	NOS
B3	1940 - 1969	NOS
B4	1900 - 1939	NOS
f		US Gc

18645

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancie about this chart at http://www.nauticalcharts.noaa.gov/staff/cc

28th Ed., May 2013. Last Correction: 8/5/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

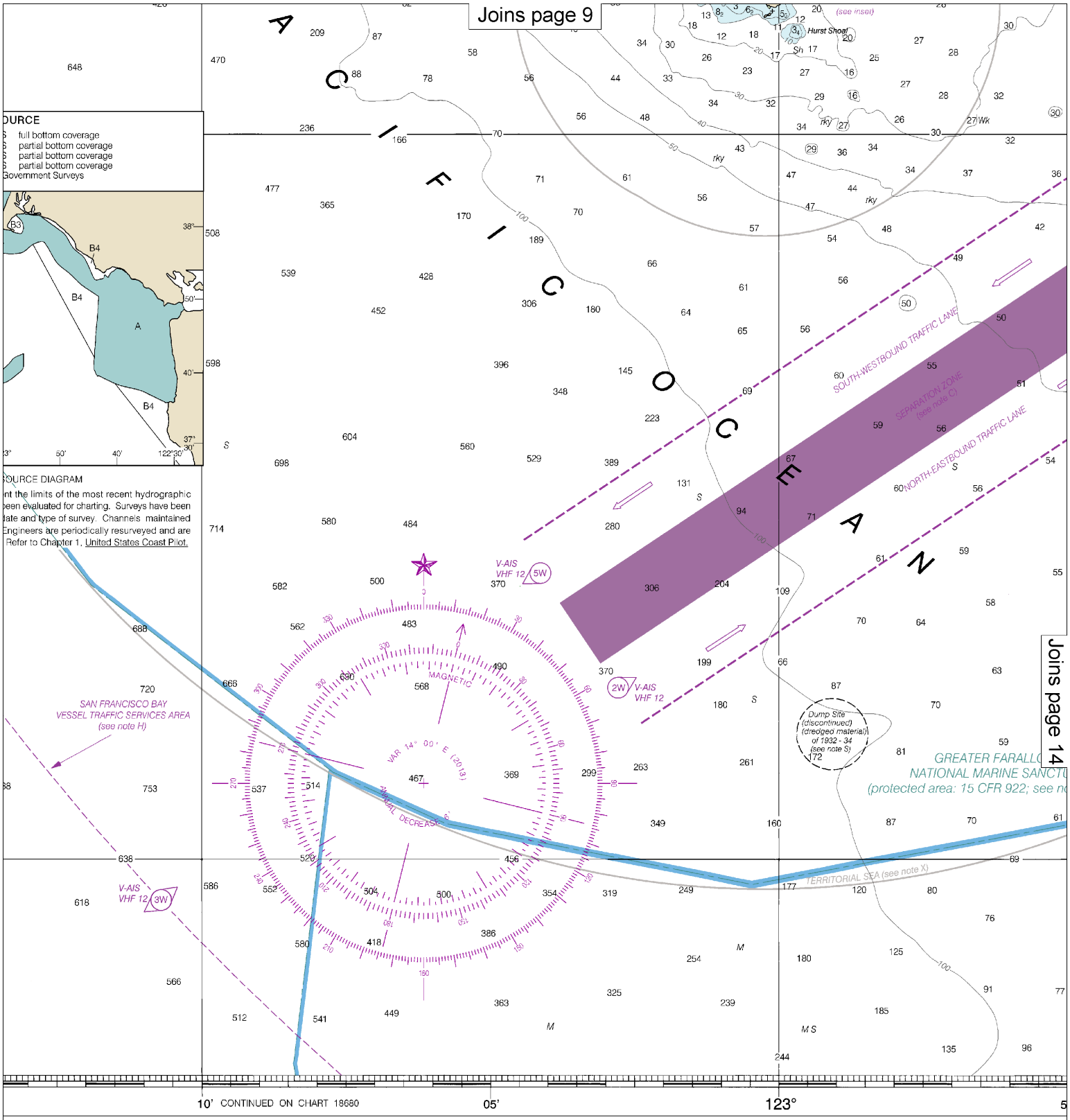
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

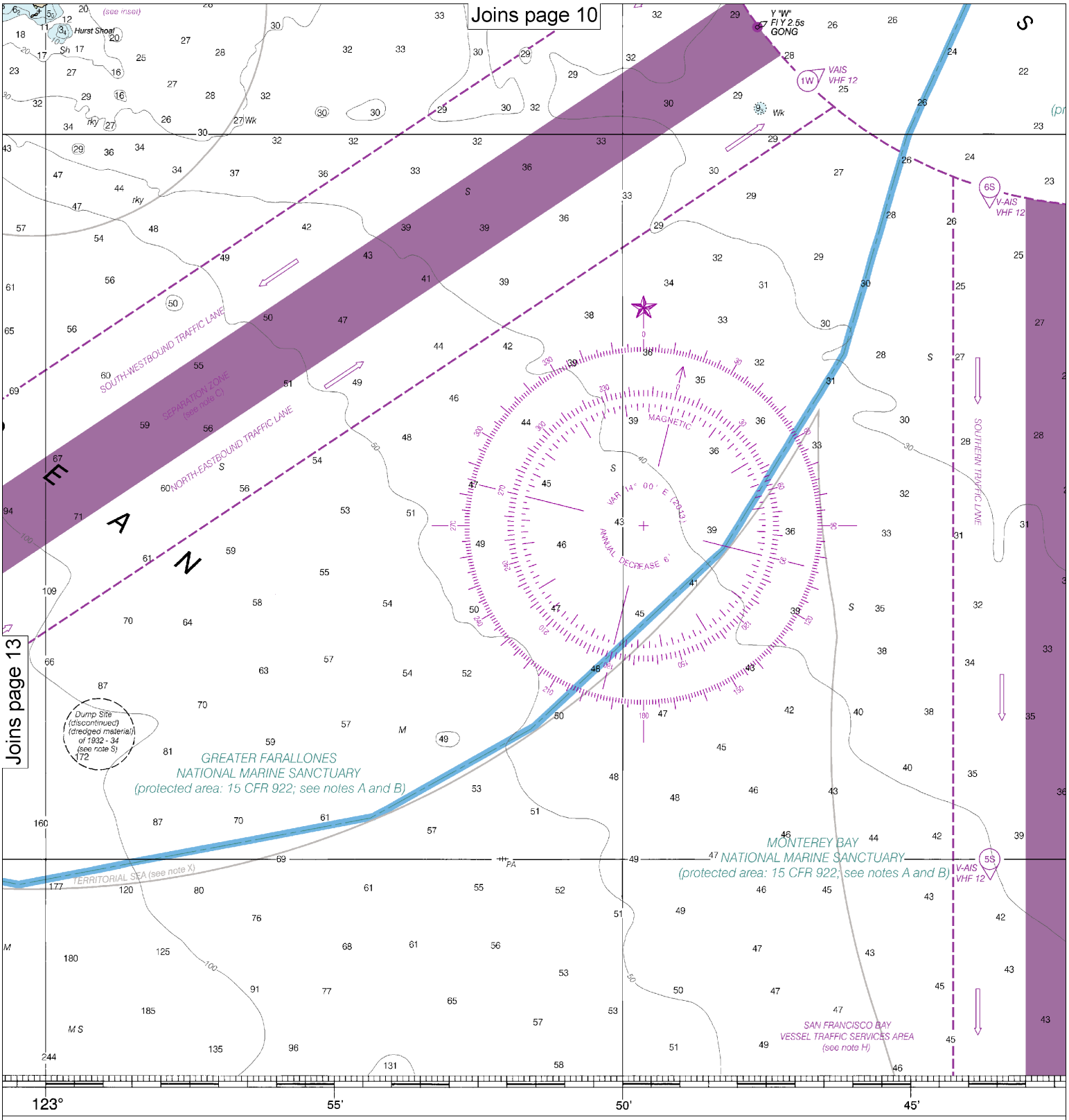


cies or comments
contact.htm.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATIO
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

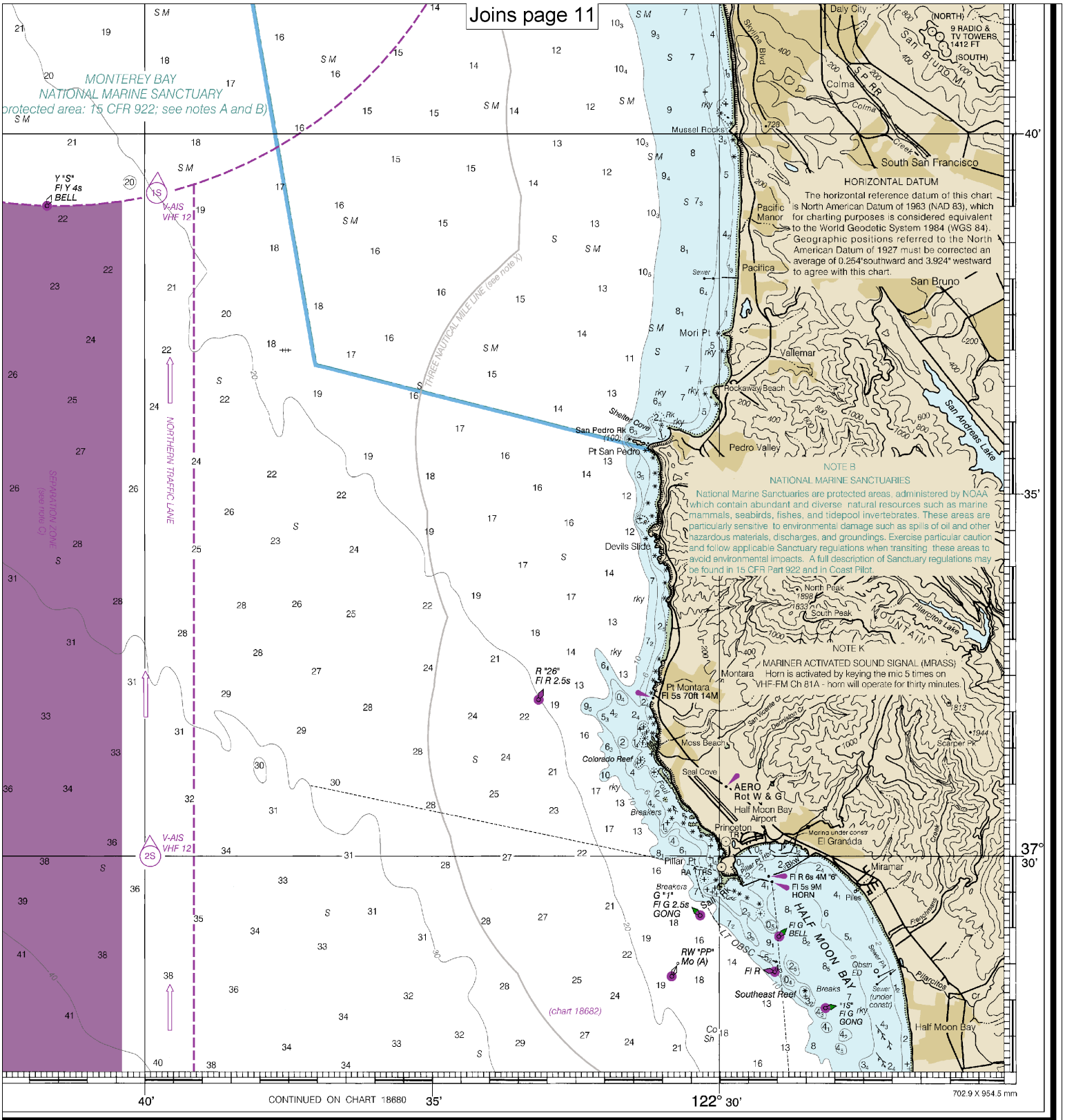
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Gulf of the Farallones

SOUNDINGS IN FATHOMS - SCALE 1:100,000

18645

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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